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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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[a32]

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Proprietor.

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General Managers.
Hongkong, 29th April, 1908. [a327]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.
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2.15 p.m. to 3.00 p.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [a349]

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THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a152]

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SURGICAL DENTIST.
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Consultation Free.
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Hongkong, 11th August 1909.

[a33]

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PRICE ...	\$ 3.00 PER 1 GALLON DRUM.
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[1075]

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Hongkong, 1st September, 1909.

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Hongkong, 20th August, 1909. [a37]

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Hongkong, 31st July, 1907. [a329]

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Table D'Hôte at separate tables.

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Hongkong, 24th July, 1905. [a398]

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Hongkong, 4th December, 1907. [a344]

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MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMSHEN."

SITUATED ON THE BRITISH CONCESSION.

[a345]

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MACAO.

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Both Hotels electrically lighted, and under

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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

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[a1623]

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Cable Address—"BOAVISTA."

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THE MANAGER.

[a196]

THE

DAIRY FARM CO., LTD.

[a36]

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WE regret that, owing to a sharp rise in

the price of Butter in Australia and

to the low rate of exchange ruling here, we are

compelled to raise the selling price of our

"DAISY" brand Butter to 80 cents per lb.

from 1st September next, when the following

prices will rule—

"HONEYBUCKLE" brand ... \$1.00 per lb.

"DAISY" brand ... 80 "

"DAIRYMAID" brand ... 70 "

"BUTTERCUP" brand ... 65 "

[a363]

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HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.Promotes a healthy action of the skin, counter-
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HIGHLY RECOMMENDED BY THE
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Containing:

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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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column should be addressed to THE EDITOR.
Correspondents must forward their names and
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH 1909.

The inclusion of quotations for Straits Settlements rubber shares in almost every share report issued in the Far East sufficiently attests the fact that there is a growing interest among investors in this part of the world in the prospects of the market for this commodity. Large profits have already been made out of cultivated rubber, and the consensus of opinion among experts is that there is a most remunerative market in prospect for some years to come, yet having regard to the remarkable crop of new companies which have of late been floated, a word of caution is frequently dropped by most writers on the subject. Glancing down a share list in one of the Straits newspapers we notice that out of twenty companies whose "last dividends" are recorded, ten of them paid over 25 per cent. The list includes dividends of 30, 45, 50, 55, 60, 75 and even 80 per cent. It is not surprising, therefore, that rubber shares should be attracting attention in places far distant from the rubber plantations. Indeed, it seems to be the distant investor who has reaped the lion's share of these huge profits rather than the men on the spot, for we find one of our Penang contemporaries remarking that "properties situated almost within sight of the town have been floated in Singapore or taken up by syndicates in Hongkong and Shanghai, the profits which might legitimately have been made here naturally going to those places." It is recorded as an "extraordinary fact" that

while hundreds of people at Home and scores in Singapore and Kuala Lumpur have made huge profits out of the recent rubber "boom," hardly anybody in Penang seems to have derived any direct pecuniary benefit at all therefrom. This simply illustrates, what Kipling has preached about home-staying people. If we may slightly alter Kipling, we might ask, "What do they know of Penang, who only Penang know?" Perhaps, however, the neglect of the Penang people to catch fortune as it flies may have been due to a lack of funds available for investment. In the first six months of the present year no fewer than thirty rubber companies (most of them for exploitation in the East Indies) were floated in England with an aggregate capital of £4,230,000, of which £2,346,000 was offered to the public. And the list looks like being indefinitely extended. Therein, as many think, lies the danger—over cultivation. In the Malay Peninsula, Ceylon, Borneo, Sumatra and Java there are at the present time over three hundred companies engaged in the cultivation of rubber, but the present output of cultivated rubber even now is only about 5 per cent. of the world's production, the balance being wild rubber from Brazil and Africa. A comparison of the cost of bringing wild and cultivated rubber to the market is very satisfactory to the man who has his money invested in rubber plantations. Cultivated rubber, it appears, can be produced at a cost of 1s. 6d. per lb. inclusive of all charges and freight to the market, and it is expected that matured experience will lessen this considerably. On the other hand, wild rubber from Brazil, owing to the difficulty of collecting and a large export duty, costs 8s. to bring to the market. The price of cultivated rubber has recently been as high as 5s. 6d. per lb. Even if it dropped to 3s. the profit would still be 100 per cent., so that on these reckonings sound rubber companies appear to be well worth the investor's attention so long as there is any prospect of the present demand for rubber continuing. The possibilities which suggest caution are: (1) over production, (2) the invention of a commercially efficient substitute for rubber; (3) the discovery of a process of prolonging the life of the manufactured rubber; and (4) disease in the trees. But neither of these possibilities are likely to trouble investors in rubber in the immediate future.

We understand that the Hongkong Amateur Dramatic Club has obtained permission from Mr. Bandmann (who has secured sole rights in the matter) to play "The Troubadours" during the coming season.

The only cases of communicable disease reported in the Colony of Hongkong last week were 1 of puerperal fever and three of enteric (1 Japanese, 1 British imported case, and 1 Chinese.)

Two European sailors, inmates of the Sailors' Home, were brought before Mr. Hazell yesterday on a charge of refusing to pay richa hire. The complainants failed to prove their case and the defendants were discharged.

Inspector Gourlay prosecuted a Chinese shopkeeper for having 288 cases of arrack and spirits of wine without a licence. Mr. Golding, who appeared for the defence, tendered a plea of guilty, and pleaded for a small penalty, as his client would have to forfeit the liquor, which was worth about \$1,700. In these circumstances Mr. Hazell imposed a fine of 85.

What is described as a doubtful story was reported to the police on Sunday. A tall man states that when he was crossing from Victoria to Kowloon in a sampan in the early hours of Sunday morning an unknown launch ran into the sampan, with the result that all the occupants were thrown into the water. The sampan crew, consisting of a woman and two young people, were drowned, as also a man who had a leather handbag containing \$3,000. The water police are investigating the matter, but the story is regarded as doubtful.

A case at the Magistrate's yesterday revealed an interesting state of affairs with regard to undertakers and their business. Apparently the coolie who assists the doctor at the Yau-mai Mortuary has some influence in engaging undertakers, and as all his favours are said to have gone in a certain direction, probably due to a fairly large douceur, other undertakers felt displeased. Men from rival establishments happened to meet on Sunday, a quarrel ensued and three men had to make their appearance before his Worship on Monday.

A clever little enterprise was frustrated by a lunk in the early hours of yesterday morning. A Chinese was discovered very busy in front of the window of a shop in Des Vœux Road, and when the lunk came along he noticed that the man had a bamboo with a nail at the end with which he was trying to hook clothes from the wall inside. The alarm was given, but when the inmates attempted to come out they found that the door had been tied with rope, a precaution taken by the enterprising man to prevent his being chased in the event of discovery. However the lunk took him to the lock-up and yesterday the Magistrate sent him to prison for six weeks.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 21st August amounted to 30,168.18 tons and the sales during the period to 20,762.87 tons.

Pollard's Australian Lilliputians are once more back in the East after an extensive tour in the United States and Canada. They were expected to begin a short season at Singapore last Friday.

There was a special tiffin at the Town Club, Penang, on Wednesday, August 25th, to mark the occasion of the nuptials of His Excellency's daughter, and special menu cards were printed, headed Wedding Bells.

The Java Times understands that the Hongkong and Shanghai Bank has bought the premises now occupied by Messrs. Rowley, Davies and Co., in Kali Besar, Batavia, and intends to rebuild the same for bank purposes.

That the Japanese authorities are determined to put a stop to gambling is shown by the heavy sentences passed recently on two Chinese sailors who were caught playing a gambling game in their residence at Nagasaki. Each man was ordered to be imprisoned for one year.

T. E. No Tung and Liang Tun-yen have decided to invite the British Minister to the Waiwupa for a final discussion of the Tung-kwan-sha mine question, and to request him to order Mr. McGuire to leave the mines forthwith so as to prevent complications.

The Kuo Pao of Peking has suggested that a National Press Association be formed for the mutual protection of its members in case of their freedom of speech and writing being attacked. All Chinese newspapers in China and abroad which approve of the idea are invited to send in their names.

The Indian watchmen at the Kowloon Godowns sought to stop the coolies from smoking. The latter resenting this interference assembled in force and attacked the two watchmen, whom they severely mauled. Two of the ringleaders appeared at the Magistracy yesterday and were fined \$10 each.

An American bluejacket from the *Helena* had a foolish escapade on Sunday. He assaulted an Indian policeman and when the latter tried to arrest him he jumped from the *Enya* into the water. The Indian followed him and assisted him to walk out, and then with the assistance of a civilian he was able to take him into custody. He was fined \$5 at the Magistracy yesterday.

In connection with the Hongkong Technical Institute course of lectures on sanitation, with special reference to the requirements for the sanitary inspectors' certificate of the Royal Sanitary Institute, will be given by Dr. F. Clark, Medical Officer of Health, at the Sanitary Board Office, "Beaconsfield," during the months of October, November, December and January.

A daring robbery took place in Tai Ping Shan Street on Sunday. A man who was walking along the street with forty dollars in his hand with which he was going to pay a bill was suddenly set upon and relieved of the money. On getting up he chased one of the men and with the assistance of an Indian watchman succeeded in capturing him. The arrest of the others followed.

A shroff in the employ of Messrs. Watson and Co's dispensary at Kowloon appeared before Mr. Wood at the Magistracy yesterday on a charge of embezzling small sums amounting to over \$100. Defendant said he was only a day or two overdue with his payments, some of which he lost and the remainder he utilised for the expense of his wedding. The case was adjourned until the 9th inst.

According to Japanese reports the population of Chientao numbers over 110,000. The bulk of these, that is 82,999, are Koreans, of whom 37,161 are men and 80,828 women. The number of families is 16,101. Chinese number 27,573, there being 3,900 families containing 17,198 men and 10,173 women. The Japanese have only 50 old families of over 200 men and women. The Chinese officials and troops are excluded.

A Japanese woman was before the second magistrate at Singapore on August 30th, on a charge of cruelty to animals in burning alive a rat in front of her house in Malay St. A counsel said that she caught the rat in a trap and did kill it by burning, but did not know that it was wrong. His Worship said that the rat had to be killed some way and he was not sure as to the amount of cruelty involved in this method as compared with others. He would take time to consider the point.

As a result of an application from the Viceroy of Chihli, the Board of Finance, says the *Peking Daily News*, has ordered the sum of Tls. 350,000 from the profits of the Peking-Mukden Railway to be paid over to the Army Department of the Peiyang Administration in order to cover the deficit for the 33rd year of Kuangwen. The Viceroyalty of Chihli is said to have no funds to maintain the 2nd and the 4th divisions, which were created by ex-Viceroy Yuan Shih-kai.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General, Hongkong, from the Manila Observatory at 11.45 a.m. yesterday: "Depression Northern part China Sea."

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme (Glycerine), Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894][SEUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]ZEPPELIN'S LATEST
PERFORMANCE.

LONDON, September 6th.

Count Zeppelin invited two hundred members of the Reichstag and the Federal Council to Friedrichshafen and took them in batches of fifteen on an airship trip across Lake Constance.

CONGRATULATIONS TO COOK.

LONDON, September 6th.

President Taft has telegraphed his congratulations to Dr. Cook on his discovery of the North Pole.

BOY SCOUTS.

LONDON, September 6th.

Major-General Baden-Powell at the Crystal Palace reviewed 20,000 boy scouts.

The newspapers comment on the remarkable growth of the movement, which is not more than three years old.

H.M. the King sent a message expressing the hope that the Boy Scouts would do their duty as men should danger threaten the Empire.

DR. COOK IN DENMARK.

PUBLIC STILL SCEPTICAL.

LONDON, September 6th.

Dr. Cook, the explorer, dined with the King and Queen of Denmark, who were so interested in his account of his expedition that they asked him to stay to supper with the Royal Family alone.

Opinions as to the success of the expedition are still divergent, especially in America, where it is recalled that Dr. Cook's feat of ascending the unconquerable Mount McKinley was also accomplished alone, and unexpectedly.

"THE GIRLS OF GOTTENBERG."

It was not an exceptionally large audience that witnessed Bandmann's Merry Little Maids play the "Girls of Gottingen" at the Theatre Royal last night, but it was a very enthusiastic one. The light military musical comedy appealed to the taste of all, and all who took part fully deserved the flattering reception they received. Mr. Fred Coyne appeared every inch a prince when he took the boards as Otto Prince von Hilsheim, and Mr. Frank Danby as Max Modellkopf (the valet) was the prototype of that servile and useful servant Miss Florence Beech capably took the part of Mitzi, the innkeeper's daughter, while Miss Rosie Fitzgerald fulfilled expectations in the character of Munia, captain of the college. There was admirable combination by the rest of the company, and it was this co-operation that tended to the success achieved.

KOWLOON FOOTBALL CLUB.

A meeting of those interested in the new Kowloon Football Club was held yesterday evening at the Kowloon Cricket Club. There was a good attendance. Mr. Mead was voted to the chair and Mr. L. J. Blackburn was elected secretary. The Chairman read a letter from the Government offering the use of the Yau-mai school ground on two evenings a week, and on alternate Saturday afternoons. He added that the acting committee had accepted the offer. Office bearers were then appointed. Mr. J. Wilkie was elected president, Mr. L. J. Blackburn secretary and treasurer, Mr. R. J. Brown captain, Mr. A. P. Storrie vice captain, and Messrs. Wessner, Storrie, Mead, R. Lapsley and D. Mackenzie constituted the committee. It was decided that the colours should be all white with a black "K." The Club has joined the Association and entered the League.

LAWN BOWLS.

OPEN CHAMPIONSHIP.

The committee met last evening, but owing to the absence of the delegates from Tai-koo it was impossible to prepare the draw. Mr. BUSELL was in the chair, and some discussion took place as to the advisability of offering third and fourth prizes. This matter is to be considered, and a decision will probably be reached at the next meeting.

COMPANY REPORTS.

THE HONGKONG HOTEL COMPANY,
LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders, on Saturday next is as follows:—
Gentlemen,—The directors now beg to submit their report for the half-year ended 30th June, 1909.

The Profit and Loss account amounted to \$71,184.54 as compared with \$80,822.50 for the corresponding period of 1908, being a decrease of \$9,637.76.

The Profit and Loss account, including the sum of \$295.40 brought forward from 31st December, 1908, shows a credit balance of \$70,231.29, which the directors recommend should be apportioned as follows:—

To pay a dividend of—
\$2.40 per share on 12,000
old shares \$28,800.00
and 40 cents per share on
7,897 new shares 3,158.80
..... \$31,958.80

To transfer to repairs and renewals
account 10,000.00
To write off furniture and fixtures 5,000.00
To write off electric plant 4,000.00
To carry forward to new account 19,272.49
..... \$70,231.29

Dr. J. W. Noble has been granted leave of absence. Hon. Mr. E. Osborne retires by rotation, but offers himself for re-election.

In the absence of Messrs. Jeffries and Lowe, the accounts have been audited by Messrs. A. O'D. Gourdin and E. A. M. Williams. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

EDWARD OSBORNE,
Chairman.

Hongkong, 31st August, 1909.

PROFIT AND LOSS ACCOUNT.

For the Six Months Ending 30th June, 1909.

Dr. \$
To bad debts and refunds 241.67
To crown rent 505.93
To rates 2,729.90
To fire insurance 3,104.13
To interest 19,126.85
To directors' and auditors' fees 3,200.00
To balance, to be appropriated as follows:—
To pay a dividend
of—\$2.40 per share \$
on 12,000 old shares 28,800.00
40 cents per share
on 7,897 new shares 3,158.80
..... 31,958.80

To transfer to repairs and
renewals 10,000.00
To write off furniture and
fixtures 5,000.00
To write off electric plant 4,000.00
To carry forward to new a/c 19,272.49
..... 70,231.29

By balance from 31st Decem-
ber, 1908 \$54,295.40

Less dividend of 6
per cent. 36,000.00
Less transfer to re-
pairs and renewals
a/c 10,000.00
Less transfer furni-
ture & fixtures a/c 6,500.00
Less transfer in-
stallation of electric
light 1,500.00
..... 54,000.00

By dividends on shares in public com-
panies \$295.40

By scrip and transfer fees 658.00
By rents of shops, and hotel mansions 26,910.00
By bad debts recovered 28.83
By profit on hotel working account for
the six months ending 30th June, 1909 71,184.54
..... 89,139.77

By balance from 31st Decem-
ber, 1908 \$54,295.40

Less dividend of 6
per cent. 36,000.00
Less transfer to re-
pairs and renewals
a/c 10,000.00
Less transfer furni-
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Less transfer in-
stallation of electric
light 1,500.00
..... 54,000.00

By dividends on shares in public com-
panies \$295.40

Praya reclamation, Marine Lot
No. 288, as per last account
and building thereon ("Hotel
Mansions") 621,892.68
Rebuilding south block payments
on account to date 101,793.92
Cost of three Chinese houses on
sections B, C, and D of Inland
Lot No. 80 33,000.00
Cost of Kowloon Farm, No. 3
Section A 30,926.90
..... \$1,882,428.99

Machinery, furniture
and fixtures, as per
last account \$113,734.70
Less written off, as per
last report 6,500.00
..... \$107,234.70

Since added 42,760.65
Installation of electric
light, as per last
account \$20,500.00
Less written off, as per
last report 1,500.00
..... 19,000.00

Stock of linen, crockery, glass-
ware, etc 33,996.56
Stock of wines, provisions, House-
hold sundries, and stationery,
as per inventories 18,103.28
Shares in public companies 4,371.31
Value of steam launch 4,500.00
Sundry debtors 27,127.59
Licences attaching to 1909 B. 1,246.67
Fire insurance account (unex-
pired premium) 3,141.87
Hongkong and Shanghai Bank-
ing Corporation (Unclaimed
Dividends Account) 1,491.50
Cash in hand 251.43
..... \$2,145,554.55

CORRESPONDENCE.

THE PEAK SCHOOL QUESTION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS"]

SIR,—A school to which all Peak parents would send their children would be one of the wonders of the world. How, for instance, could you expect our children to be sent to a school attended by other people's children? No; when the Government establishes a school or so of schools at the Peak, each one more select than any of the others, and fixes the fees at a nominal figure, then will the majority of Peak parents consider that the question of educational facilities for their children has been fairly well solved.—Yours truly,

PEAK HOUSEHOLDER & HIS WIFE.
Hongkong, 6th September, 1909.

THE RAILWAY SENSATION.

MR. BUTLER-WRIGHT'S FLIGHT.

Naturally the disappearance of Mr. W. Butler-Wright, accountant of the Chinese section of the Kowloon-Canton Railway, under circumstances which suggest large misappropriation of railway funds, has caused a great stir in the Colony as well as in Canton. It has become the subject of general conversation, and surprise is generally felt that a man who was held in such high esteem and who filled responsible offices for years, should have gone astray as he is stated to have done. The account which we published yesterday is absolutely correct, but a few additional particulars may be of interest.

There is absolutely no doubt that Mr. Wright left the Colony by the *Tenyo Maru*. At first it was thought probable that although he booked by this steamer he might have gone on board another vessel, in order to baffle his pursuers if they should get on his track sooner than he expected, but now there is ample confirmation of the fact that he sailed by the steamer mentioned. Where he passed Thursday night is not known, but he was seen crossing from Kowloon in the ferry during Friday morning. A feature of his departure was that he was accompanied by two young European girls, who, it is understood, went with him in order to enjoy a holiday in Shanghai, Hankow and other places in the north. He had had a seven months' acquaintance with the family, but whether the trip had been arranged for some time or only that morning is not known. At any rate, the passages were booked for all three by the brother of the girls, who is naturally concerned at the fate of his sisters. A gentleman who knew Mr. Wright, and who was the last to leave the *Tenyo Maru* before she sailed, saw him on board, and his evidence, corroborating that of the brother of the young girls, confirms the fact of his departure by the Japanese steamer.

What has happened since is not known yet. At least it has not been made public. The steamer doubtless reached Keelung on Sunday, but whether he remained on board or not cannot be stated. Even if he went with the ship to Shanghai, he could not be hearted there, so long as he remained on board, and, as we have already stated, he is quite immune from arrest in Japan, there being no extradition treaty between Japan and Great Britain. Probably he was aware of this when he took the course he did. News reached the Colony last night that Mr. Butler-Wright had been arrested at Wooming.

WEATHER REPORT.

On the 6th at 12.05 p.m.—The barometer has risen moderately in N.E. Japan, and fallen slightly elsewhere except in the S. Philippines. A feeble cyclonic circulation is

SHIPPING NOTES.

In spite of the various unfavourable rumours concerning the business of the Taro Kisen Kaisha, the Japanese Government are reported to be very optimistic as to the company's South American line as well as the future of its general business. The profit made by the *America-maru* on her first voyage to South America is estimated at nearly ¥80,000.

From the time of the P. and O. Company's inception in 1837 there was for many years but small need of accommodation other than that afforded by the first saloon. With the expansion of trade between Great Britain and her Eastern possessions it has become apparent, says the *Times*, that special provision must be made for the junior members of the civil and military communities continually passing and repassing to Eastern and Australian ports. The company has therefore placed on the Bombay service two steamers of 7,000 tons each, which will carry one class of passengers only, at second-saloon rates. It has also been decided to modify the system of meals in the second saloon on board the company's steamers, both mail and intermediate, by instituting a late dinner.

The Austrian Lloyd Company also announce a considerable reduction in steamer fares between Bombay, Trieste and London which comes into effect from 1st February, and also the introduction of a new fortnightly line of one-class steamers at accelerated speed. In order to cope with this traffic the company are proceeding with the construction of a fleet of seven new fast steamers, of which three are ready. The basis of the scheme is that the whole of the first and second class accommodation on all steamers on the Trieste-Bombay line will be combined into one class with single fares ranging from Rs. 385 to Rs. 500, with return tickets for two years at one and a half fares, passengers to be allowed to make the sea voyage in one direction by the Messageries Maritimes, the Italian Navigation General or the North German Lloyd.

The last of the R.M.S. *Victoria*, the last of the P. and O. Company's famous "Jubilee" ships, has been in Australian waters. The construction during the past two or three years of a magnificent fleet of "M." steamers of from 10,000 to 11,500 tons has led to the withdrawal from the Australian service of all the older vessels with the exception of the *India* and *China*. The *Victoria*, which broke many records in her day, was a sister ship to the *Britannia*, *Oceania*, and *Arctida*, all of which were built in 1837 in commemoration of the jubilee of the formation of the P. and O. Company. They were, at the time they were launched, the largest vessels ever built for the company, and their arrival in Sydney harbour created intense interest. The cost of these new historic mail-liners was almost £800,000, and their combined tonnage was 26,000. All of these ships were fitted with gun platforms and other necessary appliances, and under arrangement with the Admiralty were ready at a moment's notice to be converted into armed cruisers.

The *Victoria*, as well as the *Arctida* and the *Peninsular*, have been sold. They will no doubt be replaced in due course by more up-to-date vessels, so as to keep the company's fleet up to the high state of efficiency rendered necessary by modern requirements.

WRECK STATISTICS FOR 1908.

The statistical summary of vessels totally lost, condemned, &c., now published by Lloyd's Register, shows that during 1908 the gross reduction in the effective mercantile marine of the world amounted to 800 vessels of 809,292 tons, excluding all vessels of less than 100 tons. Of this total, 382 vessels of 566,487 tons were steamers, and 418 of 242,805 tons were sailing vessels. The following table shows the average percentage lost, &c., of vessels owned as recorded in Lloyd's Register Book. It will be observed on a comparison of the figures for 1908 with the average of the yearly percentages for the quinquennial period (1903-1907) that but little variation has taken place:—

PERCENTAGE LOST, &c., OF VESSELS OWNED.			
Period.	No. Tons.	No. Tons.	No. Tons.
1898-1902	193	190	495
1903-1907	190	179	498
1908	183	167	468

These figures show that steamers have a much greater immunity from disaster than have sailing vessels.

The tables exhibit interesting data as to the relative frequency of the different kinds of casualty, &c., which conclude the existence of vessels. Strandings and kindred casualties which are comprised under the term "wrecked" are much the most prolific cause of disaster. To such casualties are attributable 43.5 per cent. of the losses of steamers and 33.3 per cent. of the losses of sailing vessels. The next most common termination of a vessel's career is by condemnation, breaking up, &c., 20.4 per cent. of the steamers and 27.8 per cent. of the sailing vessels removed from the merchant fleets of the world being accounted for in this manner. Cases of abandoned, foundered, and missing vessels are no doubt frequently more or less similar in the circumstances of loss. If these be taken collectively they comprehended 19.4 per cent. of the steamers and 24.2 per cent. of the sailing vessels removed from the mercantile marine during 1908. The return has been compiled by Lloyd's Register in such a manner as to enable a comparison to be made between the percentages of loss suffered by each of the principal merchant navies in the world. Great as the absolute annual loss of vessels belonging to the United Kingdom appears to be, it is seen to form a very moderate percentage of the mercantile marine of the country, and to compare favourably with the average of the losses sustained by other leading maritime countries.

THE FAR EAST REVISITED.

THE JAPANESE IN MANCHURIA.

BY THE SPECIAL CORRESPONDENT OF "THE TIMES" LATELY IN THE FAR EAST.

To understand the serious view taken by the Japanese Government of China's sudden change of front with regard to the conversion of the Antung-Mukden Railway into a broad gauge line, it must be borne in mind that this is no isolated dispute, but only one of many differences which have occurred between the two Governments in connection with Manchurian affairs.

THE FA-KU-MEN RAILWAY.

Hitherto the most acute of these differences related to the proposed railway from Haimintun to Fa-ku-men, which China wishes to construct in defiance, according to the Japanese, of the Peking Protocol of December, 1905, under which she bound herself "not to construct, prior to the recovery [by China] of the South Manchurian Railway, any line in the vicinity of, or parallel to, that railway, or any branch line, which might be detrimental to the interests of the South Manchurian Railway." This question is as far removed as ever from a settlement, and carries with it the germs of much graver issues.

At first sight it may seem equally difficult to understand China's anxiety to construct this line and Japan's stubborn refusal to allow the construction. Haimintun, which would be the starting point of this railway from the main Peking-Mukden line, played a conspicuous part in the railway controversies which raged some ten years ago between England and Russia in the days of Russian ascendancy in Southern Manchuria, but Fa-ku-men, though a provincial mart of some importance, had scarcely been heard of until the present dispute. Though only 50 miles in length, the proposed line would unquestionably be of considerable economic importance as a feeder to the Northern China Railway, for it would tap at Fa-ku-men a very fertile agricultural region, one of the centres of the bean trade, which is rapidly becoming the mainstay of the Manchurian export trade. The Japanese assert that it would prejudicially compete in this respect with the South Manchurian Railway. The Chinese, on the other hand, deny this assertion, and they are able to quote some impartial authorities in support of their own contention that the new line would merely develop a trade which is at present merely carried on by the South Manchurian Railway, by the more primitive appliances of cart and river transport. The economic arguments put forward by either side, even if they were much more convincing than they appear to be, would not, however, suffice to explain the heat generated by this dispute.

CHINA'S ULTIMATE MOTIVES.

The Chinese Government certainly does not often show so much zeal for the economic interests of its people. It is the present moment in Manchuria a million tales are being gathered on regarding and repainting the Imperial palaces at Mukden which no Chinese Emperor has set foot in for more than 50 years, whilst the province clamours in vain for the necessary funds to prevent the siltting up of the Liao River and to preserve the port of Newchwang, which is the main outlet for the trade of Manchuria still under Chinese control. The Japanese were at any rate convinced that China had other than mere economic considerations in view. They believed that, in the first place, had they acquiesced in the construction of the railway as far as Fa-ku-men, it would not have stopped there, whatever assurances China might have been willing at the moment to give, but would have been carried on to Taitshien, on the Trans-Siberian Railway, in which case the whole Japanese position in Southern Manchuria would have been effectively turned. In the second place, the Japanese resented the attempt made by the Chinese to create in this matter a conflict between British and Japanese interests—an attempt which was in complete accordance with China's traditional policy. In 1901, when Li Hung Chang was negotiating his Manchurian Convention with Russia, he admitted in the course of conversation with me that he relied upon the action of Japan and England to realize sooner or later the concessions which he was compelled to make to Russia. In the same way China now hoped that by giving to British firms a contract for the construction of the Fa-ku-men Railway, she would secure the diplomatic support of England in opposing the consequences of the pledge which she had given to Japan under the Peking Protocol.

This is no mere speculative surmise. Nothing but an ulterior purpose of the greatest importance would have induced the Chinese Government to place the financing and the construction of a railway in the hands of a British group at a time when China is straining every nerve to secure in matters of railway construction complete immunity from any form of control that can guarantee even a minimum of honesty and efficiency. Nor was it necessary for her to have recourse to all foreign assistance for the construction of these 50 miles of railway. The surplus revenue of the Imperial Railways of North China, out of which the Chinese are now building the more expensive Peking-Kalgan Railway, would have amply sufficed to provide financial resources for the construction of the Haimintun-Fa-ku-men Railway. The point is beyond argument or denial, for one of the leading members of the Waiwup admitted to me quite frankly that British firms had been deliberately selected with the purpose of eliciting British support and sympathy in the event of Japanese opposition. That there would be Japanese opposition the Chinese were perfectly well aware, since the first Japanese protests were made some time before the signature of the preliminary contracts between the Chinese Government and the British firms. As far as public opinion in England is concerned, the Chinese calculation did not altogether fail, for, insufficiently informed as to the larger bearings of the question, British public opinion has been inclined to condemn the action of Japan as an unwarranted interference both with British enterprise and with the right of China to develop her own economic resources. But it failed and it has omitted to take one important factor into account—namely, the loyalty and straightforwardness which had prompted the Japanese Government to communicate to their ally the clause of the Peking Protocol relating to railway construction in Manchuria. The British Government had seen no reason to demand the stipulations which it contained, and it was therefore impossible for them to turn round and support the Chinese contention in this particular question simply because British firms were interested in the scheme.

In a despatch from Tokyo which appeared in *The Times* of June 2 I set forth the course of the negotiations up to the Chinese arbitration proposals and their rejection by Japan. I explained also that Japan had by no means confined herself to an uncompromising veto on the construction of the Fa-ku-men Railway, but had put forward two alternative suggestions, one of which even provided on certain conditions for the construction of that line by the Chinese. The Chinese maintain

that neither of these suggestions was acceptable, as they would have meant a further extension of Japanese railway influence with all it involves. But these proposals were not put forward by Japan as an irreducible minimum, but as a basis for further negotiation, and they deserved at least more courteous treatment than they received at the hands of the Chinese Government. To reject them without discussion was hardly the way to render a demand for arbitration acceptable to Japan. The Japanese could certainly plead that as far as their action was concerned the resources of diplomacy had by no means been sufficiently exhausted to justify such an extreme course as a resort to arbitration. Moreover, arbitration is admittedly excluded in regard to questions which affect the vital interests of a country, and the principle involved in the Fa-ku-men Railway question affects, or may affect, the interests of Japan in so vital a manner that she might possibly refuse in any case to submit it to arbitration.

THE NEXT CHINESE MOVE.

Negotiations, if they may be hoped, will be shortly resumed at Peking, now that the Antung-Mukden incident is settled, for it is clearly in the best interests of Japan as well as of China to effect an amicable settlement of questions at issue between the two countries. But the form in which China, it is believed, intends to revive the question of principle raised by the Fa-ku-men question is hardly calculated to facilitate an agreement. What she now contemplates is the construction of a railway running through Western Manchuria from Chinohu, a port which seems to be capable of some development on the Gulf of Liangtung, kwan, way between Newchwang and Shanghai, to Taitshien on the Trans-Siberian Railway. This line would not be in the vicinity of the South Manchurian Railway, but it would be unquestionably parallel to that railway, and would compete with it far more formidably than the short Fa-ku-men-Haimintun line, for it would divert the whole of the European Trans-Siberian traffic to Northern and Central China, which is now carried southward from Harbin and Changchun over the South Manchurian Railway to Dairen (Daly), or at least to Mukden, where it is transferred to the Northern Chinese Railways. The economic effect of such competition upon the South Manchurian Railway would be undeniably serious, but more serious still would be the political and strategic consequences for Japan should it pass under the control of a hostile Power; and what possible guarantee is there that in the present helpless condition of China she will be able to retain it under her own control? If this new railway scheme materializes, Japan as an indirect challenge to her whole position in Southern Manchuria. That China could not rely upon her own unaided resources to render such a challenge effective may be taken for granted. She would doubtless look for powerful support from international finance controlled by influences which she believes to be antagonistic to Japan.

Railway questions have been for many years past either the origin or the outward manifestation of grave international complications, not only in the Far East, but one can at any rate understand the jealousy with which these railway questions in Manchuria are scrutinized by Japan. She is fully aware of her "Open Door" obligations and intends to fulfil them in regard to the operation of such railways as are or may be constructed under her control in Manchuria, but the construction of railways raises other than mere economic issues. Hence, also, the difficulty of defining a competitive zone. Not to speak of recent events in the Near East, in which railway questions have played a prominent part as the precursors of many far-reaching international developments, we may remember the lengths to which we were ourselves prepared to proceed against Turkey only a few years ago, when the aggressive policy of Abdul Hamid in the Sinai Peninsula threatened our position in Egypt with the extension of the Hedjaz Railway towards the Suez Canal.

THE SUMMER HEAT AT SHANGHAI.

The heat of the past few days, says the *N.C. Daily News* of the 1st inst., has proved extremely trying to residents of Shanghai and the vicinity, and the hope that we should experience a more moderate summer this year has been much more retrograde than that of those who have held the belief that the weather may be anticipated after August 15 have been badly disappointed. The beginning of autumn, according to the Chinese calendar, fell on August 7 this year, yet on September 1 we have the summer heat still with us. Although we have experienced an unusual summer, the assertion that the heat of the month of August has been phenomenal in Shanghai is disproved by the figures we have been able to place before our readers. To go back a little to the year 1879, we find that in July and August of that year the heat was very great, and that only a few weeks with a scarcely a break, and that easily constitutes a record.

To return to the weather that has prevailed throughout this summer, it will be remembered that during the month of June rain fell in measurable quantities on no less than twenty-two days and the highest temperature was 90.3 deg. F. on June 4. It was not until after the first week in July that a spell of dry weather set in.

On July 9 the maximum temperature for the first time rose to 91 degrees Fahrenheit, but after July 12 the heat increased gradually and the maximum did not fall below 90 degrees until August 13, when 88 degrees were registered. The hottest day in July was the 21st of that month, when our thermometer registered 97.7 degrees in the shade. The next day 97.8 degrees was recorded; on August 9, the instrument showed 97.7 degrees. These are the highest figures for the year to date.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Oceanic*, with the French Mail of the 15th ultimo, and mails from London of the 14th ultimo, left Singapore on the 6th instant at 4.30 p.m., and is expected to arrive here on or about Monday morning, the 13th instant, and will leave for Shanghai and Japan on the same afternoon.

The Indo-China str. *Kunming* left Calcutta for this port via the Straits on the 3rd instant, and may be expected here on or about the 19th instant.

The I.G.M. str. *Derfflinger*, which left here on the 2nd inst. at 4 p.m. arrived at Shanghai on the 5th instant at 3 a.m.

The T.K.K. str. *Nippon Maru* sailed from Yokohama, en route for Hongkong on the 5th inst., and is due to arrive at this port on the 15th instant.

The T.K.K. str. *Chigo Maru* arrived at San Francisco on the 3rd inst.

The I.G.M. str. *Coblenz*, which left here on the 13th ultimo at daylight, arrived at Sydney on the 5th instant at 10 a.m.

The C.P.R. str. *Empress of Japan* arrived at Vancouver on the 4th instant at 3 p.m.

The Bank Line str. *Amyer* left Kobe on the 6th inst. for Vancouver and Tacoma via Yokohama.

NOTES FROM FOOCHEW.

We call the following from the *Foochow Echo*:—

The sexes are equally divided in the Foochow Church nowadays: one lady and the clergyman were the only ones in attendance a week or so ago.

We understand that many Foochow residents are now going in for Muller's System of exercise, and from the Bishop downwards practically everyone (including many ladies) is taking the Chinese exercises as a cure for obesity. Inquiries made at the local photographers go to show that thus far none have availed themselves of the professionally handled camera to secure a record of their condition before the exercises commenced.

The following is a list of firms one may expect to find in the Foochow portion of the China Directory in the year 1914 if the present depression in all business continues:—

Brother Diggor & Brother,
Merchants & Missionaries.
Paulo P. Tikko,
Dealers in canned goods, battleships and tea.
Wilkinson & Co.,
Provisions and missionary supplies.
The Library, Ltd.,
Books and Bibles always in stock at the old Club.

CHINESE METHODS.

The directors of English undertakings operating in China, the *Globe* says, are only too painfully alive to the fact that the authorities in that country, instead of doing everything possible to facilitate business, very often put needless difficulties in the way. A month or two ago we had the case of the Peking Syndicate, whose operations were seriously hampered by the too zealous official, and now we have the case of the Shanghai and Peking Syndicate, in their report covering the period to the end of last March, complaining that the efforts made to energetically develop their concession have unfortunately been frustrated to a large extent by the opposition of the local Chinese authorities. Several mines have been inspected and reported upon by the company's representatives, but the mandarins have on each occasion placed insuperable obstacles in the way of working them. As an instance, Mr. W. F. Collins, the resident engineer, having examined and reported upon a mine known as Hsiao-shan, entered into an agreement with the owner to work the mine, whereupon the mandarins seized the owner and his family and cast them into prison. In a still later case the authorities prevented the company from acquiring a mine.

RESIGNATION OF THE PRUSSIAN MINISTER OF WAR.

The Prussian Minister of War, General von Einem, has resigned office and will soon succeed to the command of the Seventh Army Corps. This command is about to be vacated by General von Bernhardt, who recently was granted leave for an indefinite period after the incident which led to the resignation of the officer in command of a cuirassier regiment at Mulhausen.

Although General von Einem has rather unexpectedly chosen this opportunity to retire from an office which at one time was thought likely to lead him to further political preferment, he has been previously associated with the Seventh Army Corps, both as commander of a regiment and as Chief of the General Staff. The years which have elapsed since General von Einem succeeded General von Cosman in 1903 have required no such peculiar activity as is demanded of some of his predecessors and is continuously demanded of the Secretary of State for the Imperial Navy. General von Einem, however, who is an able speaker, has defended his estimates with fluency and skill and warded off demands for changes, for example, in the period of service with the cavalry. Keeping well in the current of contemporary politics, he has rigorously waged war with Socialism, and has, perhaps, more oratorical combats with the Extreme Left in the Reichstag than Prince Bismarck himself.

A PRUSSIAN APPOINTMENT.
The Prussian Minister for War is General von Heeringer. His career greatly resembles that of his predecessor. Born in 1850 he was educated in a school for cadets. He joined the Army in 1867 and became an officer in 1868. He participated in the Franco-German War as the 2nd adjutant of the Hessian Fusilier Regiment. Severely wounded at Werth, he was decorated with the Iron Cross. During the latter 'seventies he was Brigade Adjutant, and filled this position with such marked ability that he was summoned to the General Staff in 1880 where, for years, he was Count Schlieffen's right-hand man. In 1895 he was made Chief of Infantry Regiment Number 117, and in 1898 he was appointed Director of the Army Administration Department of the War Ministry. Since 1906 General von Heeringer has been General-in-Command of the Second Army Corps.

General von Heeringer is a General of Infantry, and General von Einem was a General of Cavalry. Writing in the *Tagblatt*, Colonel Giske deplores the fact that Generals of Artillery seem precluded from occupying the post of Minister for War. It is, he says, more than sixty years since a field artilleryist was appointed War Minister. Otherwise, Colonel Giske adds, the Army will look forward with confidence to General von Heeringer's administration.

The Emperor, it is stated, was influenced in his selection by the sympathetic personality of General von Heeringer, whose reputation in the Army also is that of a calm, sagacious man, who has always done good work in the important positions he has filled.

CHINESE PIGS.

PUBLIC OPINION IN ENGLAND.

The *London Daily Express* says:—

While we fully accept the statement of the gentleman who has imported Chinese pigs into this country that his particular shipment of pigs was bred under most careful sanitary conditions, we cannot refrain from giving publicity to a selection from the large number of letters from correspondents on the subject of the Chinese Pig.

The present shipment of pigs—raised under favourable conditions, against which there can be no criticism—does not, however, warrant us in accepting every subsequent shipment by any irresponsible shipper who merely buys up haphazard in China the first lot of pigs that may come to hand. How the average pig is grown in China will be seen from the following letters:—

Sir,—I have seen the Chinese pig in his own country, and know how he is bred. He is a small, round, unlovely and unwholesome creature, he roams at large around his village picking up his living in the same manner as the better-known pariah dog of Constantinople.

Pork is strictly prohibited in his Majesty's ships on the China station, and no European out there will touch it or have it on his table.

A strong argument in favour of Protection in every form of the world lies in the menace of general shipments of Chinese pigs to this long-suffering England of ours.

Portsmouth.

R. N.

Sir,—The idea of Chinese pork makes me sick. If the British consumer only saw porkers in China, trained as they are to forage for cheap food, acting as scavengers, he would quickly forget that sort of breakfast bacon.

London, W.

A. S.

Sir,—The importation of pork from China greatly disconcerts those who know China and its ways.

John Chinaman is not a meat eater, but he dearly loves a little bit of roast sucking-pig, more as a condiment than as the basis of a meal. So long ago as the year 1881 the Chinese Government requested Sir Patrick Manson, who was then living in Amoy, to make a report on the habit of eating the pigling.

After considerable care and examination he reported that he found 2 per cent. of the pigs infected with trichinae. He advised the people to abstain from eating pork, and especially added a note to missionaries that in the event of their finding themselves up country, and with nothing available for food but pork, that they were to eat only young pig—out it very thin and cook it well.

No member of the large English communities residing in the various ports of China would dream of tasting pork at all.

Medical men who read my letter will fully understand the importance of this warning being extended to the people of this country, although probably but few of them have had opportunity of diagnosing the terrible disease of trichiniasis.

In Chinese towns the porker is seldom eaten, but kept for breeding the young pigling, and also for scavenging the dirty narrow streets.

I write in no vindictive mood, but with a strong feeling that the people of this country must be protected against this fatal disease, and the Government of the Black Forest so much trouble to exterminate.

Moses of old was wise when he prohibited the Israelites from eating pig at all. He evidently knew more of the pig in the East than do our rulers of the present day.

THOMAS B. ELLIOT.
Englewood, Shoreham, Sussex.

Sir,—I have seen the conditions under which pigs are bred in China. They are in a semi-wild state, and with the chow-dogs, they act as scavengers not only in the filthy streets with which China abounds, but along the rivers and canals. They live on the rotten refuse and on the dead bodies of animals and human beings which are frequently to be seen floating down the rivers.

The poorer Chinese throw their dead into the rivers, both to save expenses and as a quick means of eluding the devil, who they think cannot walk on the water.

I have never heard of a European in China eating pork, and I know for a fact that the men of the China Fleet would as soon eat the flesh of the chow-dogs as that of the pigs.

A BUTCHER (late Royal Navy).
Leicester.

Sir,—I have spent a long time in China, and it is a well-known fact that Europeans in China will not touch Chinese pork, owing to the filth the pigs live on.

They are the greatest scavengers of the country, go about wild in many places, and feed on offal and indescribable refuse.

I have seen them eating rotten and putrid bodies which have died from all manner of diseases.

It is surely the duty of all who wish for the physical welfare of the race to protest.

V. C. NIGHTINGALE.
The Hermitage, Taplow.

Sir,—All old residents of the East will agree with me that the case against such establishments as Chinese pig and poultry can be backed by undeniable arguments, details of which would make the home Britisher sick with utter loathing. Unfortunately such details are too abhorrent for print.

The pork eaten by Europeans in the East is cold storage meat, generally sent up from "Down Under"—not the carcasses of animals who, like vultures, have lived on the filthy offal of a generally filthy land.

If this stuff is to be sent promiscuously to a decent law be passed to enforce the branding of it with a distinctive mark in order that when our wives go shopping they may know at once whether clean meat or Chinese meat is being sold.

Good old Free Trade not satisfied with making poor stupid old England a dumping ground for diseased aliens and shoddy foreign goods, must now use its arms to thrust abominable foreign food down the throats of suffering Britons.

Tuffnell Park.

HERBERT V. LUCAS.

BABY'S ECZEMA CURED IN A WEEK

Began as a Rash but Soon Thick Crust Covered Tiny Baby's Head—People Said Child Would Never Get Over It—Treated by Several Doctors and Two Hospitals.

OTHERS FAILED BUT CUTICURA SUCCEEDED

"I think it but right that we should let you know what Cuticura has done for our baby boy. When three months old a rash came on his head, which turned to eczema and a thick crust formed all over his head. People said he would never get over it. We tried several doctors and two hospitals, one being the best, but their treatment did not seem to do any good. Seeing about the Cuticura Remedies in the paper, we wrote to you for a book. We then bought Cuticura Soap and Ointment, and in a week the crust had gone and his head was like silk and his skin sprang up marvellously and we were able to get some sleep, and we bless the Sunday we saw it in the paper. We shall always be grateful and recommending the Cuticura Remedies, as they are worthy of it and are worth three times the money. We are still happy and our baby is growing and as they have cured our boy we are going to try Cuticura Resolvent to keep his blood clear. You are at liberty to use this testimonial if you think fit; in the meantime we will do all in our power to make Cuticura known. Mrs. G. Ashman, 824, Hampstead, London, N.W., England, June 17, 1908."

SKIN-TORTURED Disfigured Men, Women and Children

Instantly relieved and speedily cured. In the majority of cases, by warm baths with Cuticura Soap, gentle applications of Cuticura Ointment, and mild doses of Cuticura Resolvent Pills, when all else fails. This treatment is the surest, swiftest and most economical and may be used from the hour of birth.

Cuticura Remedies are sold throughout the world. Sole London Agents: Messrs. J. C. Ashman & Co., 824, Hampstead, London, N.W., England. Sole U.S.A. Agents: Dr. J. C. Ashman & Co., 824, Hampstead, London, N.W., England. June 17, 1908.

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description will be sent to the port of shipment, from the largest native towns and the smallest inland villages, where the animals live on the very vilest of refuse.

The first shipments may be of excellent quality, but when coming over in large quantities, no one of any experience of this matter could do anything but deplore this fresh branch of importation, and my most sincere advice to the authorities in this country is to "nip it in the bud," and so put a stop to a commercial business which may bring the most drastic consequences to the consumers of Chinese pork.

Brighton.

GORING BUSHBY.

Sir,—There would be no need to import any foreign bacon if the milling industry of this country were preserved, as the British Isles could produce all the bacon required for home consumption if farmers could get a supply of millers' "offal," such as bran and pollard.

Owing to our existing fiscal policy the foreigner is encouraged to export flour ready made to these islands, and retains the "offal" to feed his pigs, which in turn are also shipped here, depriving our agriculturists of a most profitable industry—that of pig fattening.

T. V. RIORDAN.
Thornton-avenue, Chiswick, W.

KING MANUEL'S VISIT TO ENGLAND.

A WEEK AT WINDSOR IN NOVEMBER.

It has now been definitely arranged that King Manuel of Portugal will spend a week at Windsor as the guest of the King during the first part of November. His Majesty will come to England direct from Portugal, and, as the visit will be one of a State character, he will be accompanied either by his Prime Minister or by his Minister for Foreign Affairs.

His Majesty is coming in response to a special invitation of King Edward, who recently wrote to him a most cordial letter asking him to visit this country.

During his stay in England he will drive through London and visit the City as the guest of the Lord Mayor and Corporation, who are arranging to entertain him, as they entertained his august father and mother a few years ago, at the Guildhall.

King Manuel, who is an ardent sportsman, is looking forward with keen pleasure to the shooting at Windsor. Several shooting parties are sure to be arranged during his stay, and it is not unlikely that there will be a theatrical performance by special command at the Castle.

DIVULGING MILITARY SECRETS IN THE PHILIPPINES.

F. J. Anger, chief clerk of the engineer corps, has been arrested on a complaint drawn by the prosecuting attorney charging him, the Manila *Cablenews* says, with divulging the secrets contained in a private letter written by one B. P. Matthews to the Young of Manila, making them known to a superior officer on Camarao Island, and causing his suspension and dismissal from the service because of the contents of the letter.

It appears from the complaint that some time prior to June 24 last Matthews made a trip to Manila, and lodged a complaint with Major Howell against certain things in connection with the work on the fortifications.

On the 23rd after his return to the island, Matthews wrote to Young and told him about the conversation with Major Howell.

His complaint had been listened to and the evils complained of corrected. But W. P. Edwards, the assistant engineer and the immediate superior of Matthews, was anxious to find out the source of the complaints and it is charged that F. A. Anger, in order to confirm his suspicions, opened certain correspondence that passed between Matthews and Young and found the letter telling the whole story. This information, it is claimed, he then divulged to W. P. Edwards, with the result mentioned.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PUNSON CODES: A.B.C. 6th Ed. Letter's.

P.O. Box, 55. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersecretary for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary,
Hongkong, 7th September, 1909. [1174]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,
Hon. Secretary,
Hongkong, 7th September, 1909. [1175]

GREEN ISLAND CEMENT CO., LTD.

A FIVE PER CENT DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to the 25th September, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 7th September, 1909. [1176]

TO LET.

DUNHAY, 73, ROBINSON ROAD.
52, CAINE ROAD.
Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR."
Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 11th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 7th September, 1909. [1157]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."
Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 18th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOREA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 30th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 7th September, 1909. [1]

NAVIGAZIONE GENERALE ITALIANA.
(Floride and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPEL."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents,
Hongkong, 6th September, 1909. [4]

PUBLIC COMPANY

THE CHINA LIGHT & POWER CO., LD.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 51, George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 28th August, 1909. [1123]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1909) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock A.M., on SATURDAY, the 13th September, 1909.

Boards of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary,
Hongkong, 2nd September, 1909. [1148]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 28th July, 1909. [1014]

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Business premises to No. 12, WYNDHAM STREET, next to the General Buildings.

ABDOULLAH EBRAHIM & Co.,
Hongkong, 1st September, 1909. [1138]

WANTED.

A SMART YOUNG MAN for a First-Class Hotel Office. Europeans only need apply. Good references essential.

Apply—
Z. Y.,
Care of "Daily Press" Office.
Hongkong, 6th September, 1909. [1159]

E. R.

PUBLIC WORKS DEPARTMENT.

FOR SALE.

THE Twin Screw, Single Ladder, Steam Hopper Dredger "ST. ENOCH,"
Now at work in Hongkong Harbour.
Length 185 feet; beam 36 feet; depth 15 feet 6 inches.
Draft empty 10 feet 6 inches; loaded 12 feet 8 inches.
Depth to which buckets will dredge, 45 feet.
Capacity of hoppers, 420 cubic yards.
Can discharge over the side at 4 feet 6 inches above water level.

The Dredger will be ready for delivery in December next.

For further particulars apply to
P. N. JONES,
Director of Public Works,
Hongkong, 3rd September, 1909. [1162]

FOR SALE.

DERRINGTON, Peak Road No. 8.

For Particulars apply to—
C. SHROETER,
King's Buildings, 11th Fl.,
Hongkong, 1st September, 1909. [1140]

CALL AT

HOOSAIN-ALI & CO.

THEY are now showing a New Stock of SIDE COMBS, BACK COMBS and DRESS COMBS, HAIR NETS and Various Kinds of HAIR SLIDES.

Corner of ZETLAND ST.

Hongkong, 3rd September, 1909. [41]

SUTTON'S SEEDS
Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [50]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE, MERCHANDISE, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchangers, Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) (Telephone No. 515). [583]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.,
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6. 57 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [623]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

TO-NIGHT (TUESDAY),
SEPT. 7TH.

POSITIVELY THE
LAST TWO PERFORMANCES.

BANDMANN'S

MERRY LITTLE

MAIDS COMIC

OPERA CO.

TUES. (By Special Desire,
Sept. 7th, "THE GAY GORDONS."

WED. (By Special Desire,
Sept. 8th, Gilbert & Sullivan's Masterpiece,
"THE MIKADO."

PRICES AS USUAL.

DAVID CORRAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO.

Sole Agents.

TO LET.

TO LET.

ONE FIVE-ROOMED BUNGALOW.

"Ten Acres," No. 84, Mount Gough, Peak Garden and Tennis. Furnished.

Possession from 1st October next.

OFFICES and ROOMS on the 2nd Floor, of No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
THE COMPADORE DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 1st September, 1909. [1141]

POPULAR SUMMER RETREAT.

ONE OF THE BEST HOUSES at Kuliang, the beautiful Summer Resort and Sanatorium, near Poohow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Poohow, 22nd May, 1909. [794]

TO LET.

TO LET.

FOUR ROOMS at No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—
A. B. AYASIA,
1, Duddell Street.
Hongkong, 1st September, 1909. [941]

TO LET.

TO LET.

No. 1, GARDEN ROAD, Kowloon. Eight-Roomed Home and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

TO LET.

No. 1, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [1035]

TO LET.

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 1st Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1909. [911]

TO LET.

TO LET.

OFFICES in York Building, First Floor, now occupied by Toyo Kisen Kaisha.

Apply to—
KELLY & WALSH, LD.
Hongkong, 6th September, 1909. [1170]

TO LET.

TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET.

TO LET.

King's Buildings.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [818]

TO LET.

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANDE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYEMOON VILLAS, Kowloon.

Apply to—ARRATOON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 24th August, 1909. [399]

TO LET.

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [98]

TO LET.

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shankiwan Road.

PREMISES at SHAMSEEN, CANTON, now in occupation of the Canton Kowloon Railway.

The SYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [100]

TO LET.

TO LET.

No. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1035]

TO LET.

TO LET.

In No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

TO LET.

TO LET.

No. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Long Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of
No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

TO LET.

No. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET.

Apply to—
MESSRS. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909. [807]

TO LET.

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

TO LET.

No. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to—
ARRATOON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 7th August, 1909. [1053]

TO LET.

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE.

OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [97]

TO

AUCTIONS

E. R.
PUBLIC AUCTION.

THE Undersigned have received instructions from THE CAPTAIN SUPERINTENDENT OF POLICE to Sell by Public Auction, TO-DAY (TUESDAY), the 7th SEPTEMBER, 1909, at 11 A.M., at The Central Police Station, SUNDRY OLD AND CONDEMNED STORES, comprising—
BOOTS AND SHOES, HELMETS, BELTS, FILTERS, CLOTHING, KEROSENE OIL, FLOUR, OLD METAL;
ALSO
A Quantity of RIFLES and AMMUNITION, &c., &c.,
Terms—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 4th September, 1909. [1164]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 8th SEPTEMBER, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, comprising—
SILK TAPESTRY COVERED DRAWING-ROOM SUITE, OVERMANTLES with BEVELLED GLASS, DOUBLE TEAK WOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, TEAKWOOD SIDE-BOARDS and DINNER WAGON with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, a Quantity of HOUSEHOLD LINEN, PICTURES, a Quantity of BLACKWOOD WARE, CARPETS, RUGS, BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS, &c., &c.,
ALSO
2 COTTAGE PIANOS (one by Bechstein and one by The Robinson Piano Co.), One POLYPHON, One GRAMOPHONE and RECORDS,
AND
One Large American ICE CHEST.
Catalogues will be issued.
Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th September, 1909. [1165]

ASAHI BEER
SAPPORO BEER
TO BE OBTAINED
FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUBI BUSSAN KAISHA.
[1128]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,510.

I. Authorized Capital ... \$5,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

GRACA & CO.

No. 21 Des Vaux Road, Dealers in

POSTAGE STAMPS

AND PICTORIAL POST CARDS.

Just Received, a Selection of

POSTAGE STAMP ALBUMS

WITH MOVABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses,

Watermark Detectors, Nickel Tweezers,

"Peerless" Stamp Hinges, &c., &c.,
Inspection Invited. [910]

Apollinaris
"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY THE KING
AND
H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with
Wines and Spirits.

[958-1]

SCIENTIFIC MISCELLANY.

HELPING OUT THE UNDERWORKED MUFFIN.
—IMPROVED PEAT DRYING—A STRANGE SIGHT—MOTOR PLOUGHING—TOY DEW PONDS—BETTER ROOTS FOR PLANTS—LIBRARY DISINFECTION—BORING HOLES AT LONG RANGE.

The Malcomson multiplier is a novel and ingenious South African invention for increasing the water pumped by a windmill. It consists of two toothed pinions, carried in a bracket attached to the connecting rod of the windmill, and moving up and down on toothed racks, of which the centre one is attached to the pump rod, while the side racks are fastened to the main frame of the apparatus to the standpipe. By this arrangement the pump rod is made to travel twice the distance of the windmill connecting rod. In many cases—often in pumping from bore holes of 6 inches or less in diameter—the attachment does not diminish the number of strokes of the windmill, and the doubling of the length of stroke doubles the pumping capacity.

The wet-carbonized peat of Dr. M. E. Konberg, as brought to the notice of the British Iron and Steel Institute, seems to be a practical solution of the problem of removing the water from raw peat by a less uncertain process than air-drying. The failure to remove the water by mechanical pressure proves to be due to the presence of a small proportion of a slimy hydro-cellulose from decayed plants, and the discovery that this substance can be destroyed by heating is the basis of the new process. The pulped raw peat is pumped through tubes heated to 200 deg. C., and carbonized in the presence of superheated water. The water is afterwards pressed out by a compression of 5 atmospheres. The resulting cakes have one-fourteenth to one-seventeenth of the water of raw peat—or about the same as air-dried peat—and can be used direct in a gas-producer or further dried in a lignite-briquetting plant. They promise cheap and efficient fuel for electric generation or other purposes.

A curious and remarkable purple-blue glow has been observed by the Rev. H. Y. Gill in a vacuum tube in which a strip of palladium foil is heated by the electric current. It seems to be a result of some reaction between the gases of the tube and the disintegrated palladium.

The gasoline-motor plough of the Gas Motor Works of Deutz, near Cologne, is designed to take the place of the steam plough and is claimed to be an important advance in agricultural machinery. Though gasoline is more costly than coal, the fuel expense for ploughing by the new method proves to be about the same as by the old. Steam ploughs are drawn back and forth by a strong rope between two heavy locomotives, but the single gasoline locomotive travels to and fro across the field, pulling one of its two multiple blade ploughs at each trip. Being reversible, with an equal pull in each direction the locomotive avoids the trouble of turning around, a slight turn of the wheels giving the shift through the ploughing width. From 12 to 22 acres can be ploughed in 12 hours, and the driver does this with only occasional assistance from another man, while a steam plough requires the constant services of five men. Having only a fifth of the weight of the steam plough, the new machine needs no special permit for travelling on ordinary roads and bridges.

The so-called "dew-ponds" on hilltops in southern England still continue to be a perplexing scientific puzzle. It has been suggested that these artificial basins, with bottoms of straw covered with a layer of pebbles, which keep the ground beneath abnormally cool, and cause much dew to be deposited at night, while preventing it from entirely evaporating by day. This theory, probably the best yet offered, does not meet with general approval. Proof of the interest aroused is found in the fact that a British firm has begun making miniature dew-ponds and rain-ponds, which appear to consist essentially of one shallow metal tray inverted within another, and it is asserted that these, when placed in a garden or other open space, keep filled in the driest summer. The makers explain that the dew collected on the cover is kept from evaporation in the reservoir beneath. The moisture does not all collect on top, however, and an experiment of six weeks has shown free condensation on the under side of the cover.

Grafting alfalfa roots on roots of the strawberry vine is the method by which an Oregon rancher claims to have produced three crops of berries in a season. The long alfalfa roots reach the moisture in the soil even in the driest summer.

The disinfection of books is attempted only in a small way. When libraries find that books have been exposed to contagion, the suspected volumes are destroyed or treated with formaldehyde, but regular and complete disinfection has been too expensive and uncertain to be considered in large libraries. A member of the Paris Municipal Council, M. Marsoulan, now claims to have devised a simple process for the wholesale sterilizing of books that are much circulated. The first part of the process is a vacuum cleaning, and the apparatus—called the "bater"—comprises a frame to which many books are fixed at once, with a powerful ventilating fan that forces the leaves open in succession, and a pump that carries the released dust to a tank of carbolic acid solution. The second apparatus is known as the "cell." It is a skeleton cage of metal in several tiers, on which the opened volumes are held by clips, and which, when loaded, is pushed on rails into an oven heated to 167 degrees F. In a short time the germs are practically all destroyed without damage to the books.

In cold weather, the escape of air from closed warm rooms, through the porosity of walls and the leakage around doors and windows, is much greater than is usually supposed. In some experiments by Arthur D. Little, of Boston, the closed room of 615 cubic feet was in the second story of an ordinary clap-boarded frame dwelling, and the interior walls and ceilings were plastered and papered, the single window made as tight as possible by putty, and the inner door was fitted with weather-strips. Even in this room, natural causes made almost two complete changes of air an hour as shown by tests of the carbonic acid. It would be interesting to know how the rate changes with the difference between outside and inside temperature, and what difference gives an ordinary "tight" family living room safe ventilation.

A novel machine lately patented is designed for boring in ceilings and overhead beams. It is supported on a staff with a foot resting on the floor, and the height can be adjusted so as to bring the boring tool against the ceiling or beam. By a hand crank the operator bores the holes without climbing.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st September:—

CITY AND HILL DISTRICT WATER WORKS LEVEL.	1908.	1909.
Tytam	0 ft. 1 in. 17 ft. 6 in.	Above overflow. Below overflow.
Tytam Byewash	0 ft. 0 in. 37 ft. 11 in.	Above overflow. Below overflow.
Tytam Intermediate	0 ft. 3 in. 1 ft. 3 in.	Above overflow. Below overflow.
Pokfulum	0 ft. 0 in. 13 ft. 6 in.	Above overflow. Below overflow.
Wong-nai-chung	0 ft. 0 in. 2 ft. 2 in.	Above overflow. Below overflow.
STORAGE GALLONS:	1908.	1909.
Tytam	354,800,000	232,740,000
Tytam Byewash	22,356,000	18,000,000
Tytam Intermediate	195,914,000	198,768,000
Pokfulum	66,000,000	63,160,000
Wong-nai-chung	30,337,000	27,605,000
Total	699,417,000	542,281,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF AUGUST.

	1908.	1909.
Consumption 150,045,000	129,693,000 gallons	
Estimated population	207,210	209,010
Consumption per head per day	23.3	19.7 gallons
Constant supply in all districts during August 1908.		Intermittent supply by Rider mains in Rider main districts during August, 1909. The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

	1908.	1909.
Kowloon Gravitation Reservoir	36 ft. 6 in. 17 ft. 7 in.	Below overflow. Below overflow.
STORAGE GALLONS.	1908.	1909.
Kowloon Gravitation Reservoir	77,100,000	194,667,000
CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF AUGUST.		
Consumption	26,932,000	25,330,000 gallons
Estimated population	84,100	88,900
Consumption per head per day	10.3	9.2 gallons
The Government Analyst reports that the water is of excellent quality.		
Public Works Department.		
P. N. H. JONES.		
Water Authority.		

P. N. H. JONES.
Water Authority.

PROMISE AND FULFILMENT.

There is an old axiom to the effect that "what everybody says, must be true." Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common ailments you may profitably pay heed to the opinion of the majority—which is times of sickness puts its faith in the efficacy of Beecham's Pills. Nor has that trust been misplaced. A modest sale of 6,000,000 boxes proves the universal need of this medicine in the relief of the most common ailments.

BEECHAM'S PILLS

Many preparations, misnamed remedies, claim impossibilities. They could not reasonably make good much that is claimed for them. No exaggerated statements are put forward respecting Beecham's Pills. The steady demand for them—year after year—proves that those who have used of them have found that they wrought those cures that they are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach—correcting the digestive system, and restoring the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your perfect satisfaction that they

MAKE GOOD EVERY CLAIM.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1909. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 9th August, 1909.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "SAIKO MARU" (2,877 tons each) as follows:—

Leave—Shanghai (Steamer)	Arrive—Dairen (")	Thursday	Saturday or Sunday
Ar.—Dairen (")	Ar.—Shanghai (")	Sunday	Monday or Tuesday
Ar.—Mukden (")	Ar.—Changchun (")	Tuesday	Friday
Ar.—Changchun (")	Ar.—Mukden (")	Wednesday	Saturday
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SHIPPING.

ARRIVALS.

ANNU, British str., 1,350, Harris, 6th September.
Shanghai, 2nd September, General.
Butterfield & Swire.
ASIA, Russian str., 1,507, Y. Gardin, 5th Sept.
Taku Bar—Salt—Agnard, Thorsen & Co.
CAPRI, Italian str., 4,196, Dini, Francesco, 6th Sept.—Bombay 17th August, General—Carlowitz & Co.
FRITHJOF, Norwegian str., 891, O. Andersen, 6th Sept.—Hobrow 5th Sept, General—Agnard, Thorsen & Co.
KAIFONG, British str., 987, C. Lindbergh, 6th September—Cebu 1st September General—Butterfield & Swire.
KINTUCK, British str., 2,995, A. G. R. Padda, 6th Sept.—Liverpool 5th July, General—Butterfield & Swire.
LAURENTE, British str., 1,340, H. C. D. Frampton, 5th Sept.—Saigon 5th August, General—Wo Fat Sing.
SIGMA, German str., 907, G. Schalkier, 6th Sept.—Nagasaki, Dalmay and Chefoe 28th Aug, Beans and General—Jensen & Co.
TEINTAU, German str., 1,002, Fr. Binkling, 5th Sept.—Bangkok 30th August, Rice—Butterfield & Swire.
VOZWAAT, German str., Uldorup, 4th Sept.—Haiphong 3rd September, General—Jensen & Co.
YUENSHANG, British str., 1,123, P. H. Rolfe, 6th September—Manila 3rd September, General—Jardine, Matheson & Co.
ZAFIRO, British str., 629, R. Rodgers, 5th September—Manila 4th Sept, Hemp and General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
6th September.
Henrik Olsen, Norwegian str., for Moji.
Lansing, British str., for Singapore.
Pereus, British str., for Singapore.
Tjalling, Dutch str., for Batavia.

DEPARTURES.

6th September.
ASIA, Russian str., for Canton.
GLENROY, British str., for Shanghai.
KWANGLEE, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. Yuensang reports: Light N. Southerly wind, and fine clear weather throughout.
The British str. Kintuck reports: Exceptionally fine weather, sea smooth, slight N.E. current.

VESSELS IN DOCK.

September 6th.
ADELPHIN DOCK—Sorsogon, Mauban, Hoi Sang, Hygiea, Yuenang, Krong Shan Lee, COSMOPOLITAN DOCK—Shinano Maru.
TAKOO DOCK—Hanyang, Suanghai.

VESSELS PASSED ANJER.

August 17, British str. Langat, Nisbet, June 18, from Cardiff for Sourabaya.
August 18, Dutch str. Celebes, Koops, Aug. 18, from Batavia for Amsterdam.
August 19, British str. Diomed, Tarrille, June 19, from Liverpool for Batavia.
August 19, British str. Ayesha, Comdy, Aug. 5, from Cocos Island for Batavia.
August 19, German man-of-war Cosmaran, Siam, from Colombo for Batavia.
August 19, German str. Biedfeld, Lemshow, Aug. 19, from Batavia for Padang.
August 20, British str. Echunga, from Delagoa Bay.
August 20, British 4-m. Bg. Lyndhurst, Parnell, May 15, from New York for Whampoa.
August 21, Dutch str. Xavi, Bagabus, July 17, from Rotterdam for Batavia.
August 21, British str. Islander, Deans, Aug. 20, from Christmas Island for Singapore.
August 21, German str. Meissen, Schutt, June 5, from Hamburg for Batavia.
August 21, British str. Helipolis, from Hongkong for Durban.
August 21, British man-of-war Cambrian, Vanham Lewis, August 25, from Batavia for Colombo.
August 21, British man-of-war Flora, Nugent, August 25, from Batavia for Colombo.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
B.S. "LENNOX" ... About 10th Sept.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 2nd August, 1909. [1008]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI,"
Captain Dini, will be despatched as above on SATURDAY, the 11th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 1st September, 1909. [4]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Cundy, will be despatched as above on or about the 27th inst.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 6th September, 1909. [1172]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" and those berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 18th inst. at Noon.
ROTTERDAM & HAMBURG	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
ROTTERDAM & HAMBURG	DORMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	To-day.
ROTTERDAM & HAMBURG	SPHIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 23rd inst.
HAVER, BREMEN & HAMBURG	C. FRED. LAMIER	Ger. str.	k.w.	O. J. Benton, R.N.R.	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, LONDON & ANTWERP	SUMATRA	Brit. str.	—	Riquier	P. & O. S. N. Co.	On 9th inst. P.M.
MARSEILLES, LONDON & ANTWERP	AUSTALIN	French str.	—	N. Mathieson	MESSAGERIES MARITIMES	On 14th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP	YARA MARU	Jap. str.	—	Doimat	NIPPON YUSEN KAISHA	On 16th inst. at D'light
MARSEILLES, LONDON & ANTWERP	AMERICA	Ger. str.	k.w.	Wm. Thompson	HAMBURG-AMERICA LINE	On 17th Oct.
MARSEILLES, LONDON & ANTWERP	CANARY	Dan. str.	—	E. Tarabochia	MELCHERS & Co.	About end of Sept.
MARSEILLES, LONDON & ANTWERP	ATSEA MARU	Jap. str.	—	F. Procech	NIPPON YUSEN KAISHA	On 22nd inst.
MARSEILLES, LONDON & ANTWERP	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 28th Oct. at Noon
MARSEILLES, LONDON & ANTWERP	NIPPON	Ger. str.	—	—	SANDER, WIELEER & Co.	About 25th inst.
MARSEILLES, LONDON & ANTWERP	BURLOW	Am. str.	—	—	MELCHERS & Co.	On 9th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	INDAPURA	Ger. str.	k.w.	—	SHAW, TOMES & Co.	On 17th inst.
MARSEILLES, LONDON & ANTWERP	ABAGONIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP	LENNOX	Brit. str.	—	—	DODWELL & Co., Ltd.	About 10th inst.
MARSEILLES, LONDON & ANTWERP	MONTAGLE	Brit. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 17th inst. at 5 P.M.
MARSEILLES, LONDON & ANTWERP	SURVIA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 30th inst.
MARSEILLES, LONDON & ANTWERP	TACOMA MARU	Jap. str.	—	H. Shotton	OSAKA SHOSHUN KAISHA	On 25th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	EMPER	Brit. str.	—	F. Isoko	MELCHERS & Co.	On 10th inst. at D'light
MARSEILLES, LONDON & ANTWERP	TAIWAN	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 15th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	KAVATA MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 1st Oct. at Noon.
MARSEILLES, LONDON & ANTWERP	ITO MARU	Jap. str.	—	E. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th Oct. at Noon.
MARSEILLES, LONDON & ANTWERP	KYAKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 17th inst. at 5 P.M.
MARSEILLES, LONDON & ANTWERP	YAVATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th inst. at 5 P.M.
MARSEILLES, LONDON & ANTWERP	YUJINI	Dut. str.	—	H. Koops	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	NANCHANG	Brit. str.	—	Kensio	BUTTERFIELD & SWIRE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	CHOYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YUJONG MARU	Jap. str.	—	K. Seyoda	NIPPON YUSEN KAISHA	On 10th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHOSHUN MARU	Jap. str.	—	E. Malchow	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP	ABUHI	Brit. str.	—	T. Suraga	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NYKEMEDIA	Ger. str.	k.w.	Muller	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHILON	Brit. str.	—	E. B. Rivers	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES, LONDON & ANTWERP	LIBAN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	About 10th inst.
MARSEILLES, LONDON & ANTWERP	OCANIN	French str.	—	Sallier	MESSAGERIES MARITIMES	On 19th inst. at D'light
MARSEILLES, LONDON & ANTWERP	LIBERIA	Ger. str.	k.w.	Knael	HAMBURG-AMERICA LINE	On 15th inst. P.M.
MARSEILLES, LONDON & ANTWERP	DEIZA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 16th inst.
MARSEILLES, LONDON & ANTWERP	CHIRUA	Brit. str.	—	M. B. Lake	BUTTERFIELD & SWIRE	On 16th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NAMANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	CHINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst. at D'light
MARSEILLES, LONDON & ANTWERP	TRAFALGAR	Dan. str.	—	—	MELCHERS & Co.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	TEIMART	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	SORU MARU	Jap. str.	—	K. Segi	OSAKA SHOSHUN KAISHA	On 15th inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DASHI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSHUN KAISHA	On 15th inst. at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DAIAN	Brit. str.	—	J. S. Boach	DOUGLAS LAFRAIR & Co.	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	TIENSHIN	Brit. str.	—	Monkman	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	HAMON	Brit. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
MARSEILLES, LONDON & ANTWERP	KVICHOW	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	TAMING	Brit. str.	—	Pennelther	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YENBANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	ZAFIRO	Brit. str.	—	R. Rodger	SEAWAN, TOMES & Co.	On 11th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	THAN	Brit. str.	—	A. W. Unterbridge	BUTTERFIELD & SWIRE	On 14th inst. at 5 P.M.
MARSEILLES, LONDON & ANTWERP	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP	BUM	Brit. str.	—	R. W. Almond	SEAWAN, TOMES & Co.	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	KAPONG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 6th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	KONRO	Brit. str.	—	F. Semblil	MELCHERS & Co.	Middle of Sept.
MARSEILLES, LONDON & ANTWERP	CARU	Hal. str.	—	Dini	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	YOSHU MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 18th inst.
MARSEILLES, LONDON & ANTWERP	LAIRANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	ABATON APACAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	On 11th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	ONBANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., Ltd.	On 14th inst. at 2 P.M.
MARSEILLES, LONDON & ANTWERP	HISANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at D'light
MARSEILLES, LONDON & ANTWERP	THATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C. TACOMA & SEATTLE

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
Hongkong, 31st August, 1909. QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STREAMERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ EITEL FRIEDRICH"	About Wed'ay, 8th September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW"	Thursday, 9th Sept. at Noon.
MANILA, YAP, NEW GUINEA and MELBOURNE	"PRINZ WILHELM"	Friday, 10th Sept. at D'light
KUDAT & SANDAKAN	"BORNEO"	Middle of September.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 7th September, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong, "MONTAGLE" SATURDAY, 18th Sept.
"EMPRESS OF INDIA" SAT., 25th Sept.
"EMPRESS OF JAPAN" SAT., 16th Oct.
"EMPRESS OF CHINA" SAT., 6th Nov.
From Quebec, or St. John, N.B.
"EMPRESS OF IRELAND" FRI., 22nd Oct.
"ALLAN LINER" FRIDAY, 12th Nov.
"EMPRESS OF BRITAIN" FRI., 3rd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers ... \$43, ... \$45.

and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"OCEANTEN"	On 13th Sept. P.M.
MARSEILLES, VIA PORTS	"AUSTRALIEN"	On 14th Sept. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY"	On 27th Sept. P.M.
MARSEILLES VIA PORTS	"POLYNESIE"	On 28th Sept. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
Hongkong, 1st September, 1909. QUEEN'S BUILDING. 2

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th August, 1909. [1114]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA," On 17th Sept., 1909.

For Freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th August, 1909. [1103]



PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SUMATRA	19th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	CEYLON	About 10th Sept.	Freight and Passage.
SHANGHAI	DELTA	About 16th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	ASSAYE	Noon, 18th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th September, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, SWATOW, AMOY and SHANGHAI.	"TAMING"	On 7th Sept., 4 P.M.
SWATOW, AMOY and SHANGHAI.	"KATFONG"	On 7th Sept., 4 P.M.
SWATOW, AMOY and SHANGHAI.	"KATFONG"	On 9th Sept., Noon.
SWATOW, AMOY and SHANGHAI.	"KUEICHOW"	On 9th Sept., 4 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"ANHUI"	On 9th Sept., 4 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"NANCHANG"	On 9th Sept., 4 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"LINAN"	On 12th Sept., 10 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"TEAN"	On 14th Sept., 3 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"CHINHUA"	On 16th Sept., 4 P.M.
SHANGHAI, CHEFOO and NEWCHANG.	"CHENAN"	On 19th Sept., 10 P.M.
MANILA, SWATOW, AMOY and SHANGHAI.	"TAMING"	On 23rd Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 7th September, 1909.

BUTTERFIELD & SWIRE, AGENTS.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE and YOKOHAMA:	
S.S. NICOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.
S.S. BELGRAVIA	27th Sept.
S.S. SILESIA	19th Oct.

Further Particulars, apply to—

Hongkong, 31st August, 1909.

HOMEWARD.

FOR ROTTERDAM & HAMBURG:	
S.S. DORTMUND	7th Sept.
FOR ROTTERDAM & HAMBURG:	
S.S. SPEZIA	23rd Sept.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. C.F. LAEISZ	29th Sept.
FOR MARSEILLES, ANTWERP & HAMBURG:	
S.S. ANHRIA	17th Oct.
FOR NEW YORK:	
S.S. ARAGONIA	21st Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA.

HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	" " " " " " " "
S.S. AMERICA MARU	6000 "	" " " " " " " "

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 2nd September, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	INABA MARU,	6,500	WED'DAY, 15th Sept., at Daylight.
YOKOHAMA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.	HITACHI MARU,	7,000	WED'DAY, 29th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SHINANO MARU,	7,000	TUESDAY, 14th Sept., at 4 P.M.
SEANG HAI, MOJI and KOBE.	TANGO MARU,	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO.	KUMANO MARU,	6,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA.	YAWATA MARU,	5,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA.	YETOROFU MARU,	4,500	WED'DAY, 8th September, at Noon.
KOBE and YOKOHAMA.	YEBOSHI MARU,	4,500	THURSDAY, 16th September, at Noon.
KOBE and YOKOHAMA.	IYO MARU,	4,500	FRIDAY, 17th Sept., at 5 P.M.
KOBE and YOKOHAMA.	KITANO MARU,	6,500	FRIDAY, 24th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA.	YAWATA MARU,	9,000	WED'DAY, 29th Sept., at Noon.

* Fitted with New System of Wireless Telegraphy.

† Omitting Keelung and Shimidzu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 1st September, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	E. Rodger	Manila	On 11th Sept., Noon.
RUBI	2540	E. W. Almond	Manila	On 18th Sept., Noon.

For Freight or Passage apply to

Hongkong, 6th September, 1909.

SHEWAN, TOMES & Co.,
General Managers.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICES:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET YOKOHAMA

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MOXOLLA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10500	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.3 £72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January about	26 March about
* SUMATRA	February 9	9 March 26
* NYANZA	February 23	23 March 9
* SUNDA	March 6	6 April 7
* MALTA	March 20	20 June 4
* SARDINIA	April 4	4 June 18
* NORE	May 18	18 July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:—

1076] E. A. HEWETT,
SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

(Tons reg.)

LEAVES.

TACOMA via KEELUNG, "TACOMA MARU" SATURDAY, 25th

SHANGHAI, MOJI, Capt. H. Yamamoto, 6,178 Sept., at Noon

Kobe, SHIMIDZU and "FITZPATRICK" SATURDAY, 23rd

YOKOHAMA Capt. E. R. Hutchinson, 4,416 Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR

STEAMERS

LEAVES.

SHANGHAI via SWATOW, "CHOSHUN MARU" WED'DAY, 8th Sept.,

AMOY & FOCHOW Capt. T. Suruga at 10 A.M.

TAMUI via SWATOW, "DAIGI MARU" SUNDAY, 12th Sept.,

& AMOY Capt. H. Murayama at 10 A.M.

ANPING via SWATOW, "SOSHU MARU" WED'DAY, 15th Sept.,

& AMOY Capt. K. Sugi at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the month of September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "HOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

877]

COAL.

BUNKER COAL can now be Supplied

from the Deep Coals of SARAWAK

GOVERNMENT MINES, at Labuan and Brookston,

at Reduced Rates. Large stock always on hand.

Apply — SARAWAK GOVERNMENT

AGENCY, Labuan. Telegrams: May, Labuan.

[939]

LABUAN COAL.

NOTICE—THIS COAL can only be

obtained from THE LABUAN COAL

FIELDS Co., LD., who are prepared to Supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

[1054]

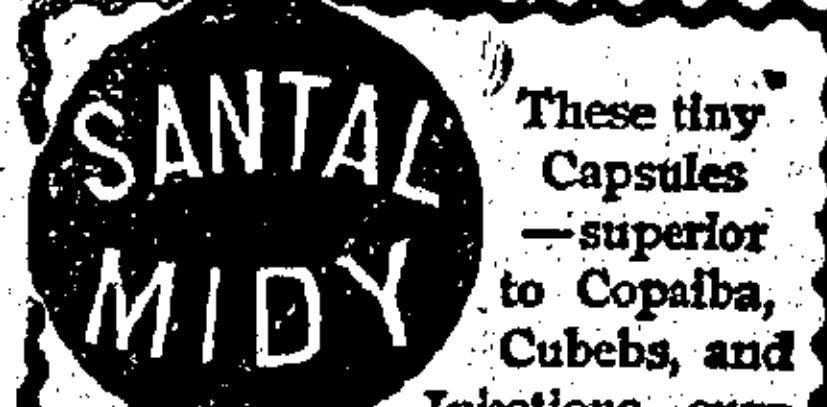
PRINTING

Nothing creates such a good impression in business as the use of First Class Printing

The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices.



These tiny Capsules—superior to Copaliba, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY

FOR DISEASES OF THE CHEST.

GRIMAULT'S

SYRUP

OF HYPO-PHOSPHITE OF LIME

Prescribed in France for the last 30 years. It retains its reputation for consumption, Obstructive Coughs, Croup, Diseases of the Chest, Lungs, and Bronchial Tubes.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST and MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT and FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN"	AMOY and FOCHOW.	WED'DAY, 8th Sept., at 10 A.M.
"HAIMUN"	SWATOW	WED'DAY, 8th Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:—
Date of Despatch from London.....
Date due in Hongkong.....
Vessel.....

SIBERIAN ROUTE.

The despatch from Shanghai on September 11th, by the *Kobe Maru* is cancelled owing to the steamer's boiler being cleared. Mails will be sent via Chefoo on September 10th.

The *P. E. Friedrich*, with the German mail of the 12th August, left Singapore on Friday, the 3rd inst., at 5 p.m., and may be expected here to-morrow, at 5 a.m.

The *Oceanic*, with the French Mail of the 18th August, left Singapore on Monday, the 6th inst., at 4.30 p.m., and may be expected here on or about Monday next, the 13th inst.

This packet brings replies to letters despatched from Hongkong on the 10th July.

FROM	PER	DATE
Singapore, Penang and Calcutta	<i>Lansing</i>	Tuesday, 7th, 11.00 A.M.
Singapore	<i>Persia</i>	Tuesday, 7th, 11.00 A.M.
Manila, Mool, Kober, Yokohama and Portland	<i>Henrietta</i>	Tuesday, 7th, 11.00 A.M.
Batavia, Cheribon, Samarang, Soerabaya, and Macassar	<i>Typhoon</i>	Tuesday, 7th, 11.00 A.M.
Manila	<i>Sai Tai</i>	Tuesday, 7th, 1.15 P.M.
Manila and Shanghai	<i>Chowang</i>	Tuesday, 7th, 3.00 P.M.
Manila	<i>Tamara</i>	Tuesday, 7th, 3.00 P.M.
Swatow, Amoy and Shanghai	<i>Tientsin</i>	Tuesday, 7th, 3.00 P.M.
Swatow, Singapore and Bangkok	<i>Keowang</i>	Tuesday, 7th, 3.00 P.M.
Amoy and Focchow	<i>Haitan</i>	Wednesday, 8th, 9.00 A.M.
Swatow, Amoy, Focchow and Shanghai	<i>Choshan Maru</i>	Wednesday, 8th, 9.00 A.M.
Europe, Asia, India via Tataria		Printed Matter and Samples, 10.00 A.M.
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents		Registration, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		B.O. 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
Batavia, Cheribon, Samarang and Soerabaya	<i>Tihsing</i>	Wednesday, 8th, 11.00 A.M.
Swatow	<i>Kohsichang</i>	Wednesday, 8th, Noon.
	<i>Haiman</i>	Wednesday, 8th, 1.00 P.M.

NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.
Sale, Old & Condensed Stores, Central Police Station, Messrs. Hughes & Hough, 11 a.m.

TOMORROW.
Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

VESSELS EXPECTED.

THE INDIAN MAIL.
The *Apur* str. *Catherine* from Calcutta left Singapore on the 1st instant, morning, and may be expected here to-day.

The *Ludo-China* str. *Nansang* left Calcutta for this port via the Straits on the 29th ult., and may be expected here on or about the 15th inst.

THE GERMAN MAIL.
The *I.G.M. str. Prinz Eitel Friedrich*, carrying the German Mail, with dates from Berlin of the 12th ultimo, left Singapore on the 3rd instant at 5 p.m., and may be expected here to-morrow at 5 a.m.

THE CANADIAN MAIL.
The *C.P.E. str. Montague* arrived Nagasaki at 6.30 a.m. on the 6th instant, and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on the 8th inst.

The *C.P.E. str. Empress of India* left Vancouver for Hongkong on the 15th ultimo via the usual ports of call.

THE AUSTRALIAN MAIL.
The *I.G.M. str. Prinz Sigismund* left Sydney on the 26th ult. at noon, and may be expected here on or about the 17th inst.

The *C.N. Co's str. Taiguan* left Sydney on the 25th ultimo, and is due here on the 19th inst.

MERCHANT STEAMERS.
The *I.G.M. str. Prinz Waldemar* left Nagasaki on the 3rd instant, at 5 p.m., and may be expected here to-day p.m.

The *N.Y.K. str. Tetsu Maru* (Bombay Line) left Yokohama for this port via Singapore on the 25th ultimo, and is expected here to-morrow.

The *P. & O. str. Ceylon* left Singapore for this port on the 3rd instant at noon, and is due here to-morrow at about 2 p.m.

The *I.G.M. str. Buelow* left Shanghai via Focchow on the 4th instant at 9 p.m., and may be expected here to-morrow p.m.

The *Bank Line str. Oceano* left Vancouver on the 27th ultimo for Hongkong via Japan and Manila.

The *N.Y.K. str. Ceylon Maru* (Bombay Line) left Bombay for this port via Tutuorin and Singapore on the 28th ult., and is expected here on the 18th inst.

The *Danish str. Tranquebar* left Suva on the 26th ultimo, and may be expected here on or about the 23rd inst.

PASSENGERS.

ARRIVED.
Per *Signal*, from Newchwang, &c., Mr. Steadman.
Per *Anhui*, from Shanghai, Mrs. Matheson and child, Mrs. Cole and child, Miss Craig, Messrs. Warrington, Evans and Mitchell.
Per *Yuenang*, from Manila, Mr. and Mrs. A. F. Cairns, Lieut. Comdr. and Mrs. G. L. Angeny, Mrs. Holloway and Mr. J. Zealander.

PASSENGERS EXPECTED.

Per *I.G.M. str. Luton*, due here 22nd Sept.—Mr. and Mrs. C. S. Lo, Mr. and Mrs. A. Mollhouse, Mrs. Crampton, Dr. J. M. Wan, Messrs. Philipp Orlob and Wm. J. Crampton.



OF QUALITY
DENOTING
THE ACME OF
EGYPTIAN
CIGARETTE
PERFECTION.

"They are social, soothing, blest,
they have fragrance, force and
zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

314-1

The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN CIGARETTES

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

A Luxury to the Man of Taste

Sole Agents:
British-American Tobacco Co., Ltd., Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 6TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sellers
National Bank of China, Limited	99,925	£7	26	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$11, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.60, sellers
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$10.75, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 92, buyers
Loon-King-Mow Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 113, buyers
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 450, buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$17, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$62, buyers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$63, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 160, buyers
FEARIE & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$10.20, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$10.20, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$10.20, buyers
Hongkong Hotel Company, Limited	12,000	\$25	all	\$25, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$188, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$10.20, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 119, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$377, sellers
Yungtze Insurance Association, Limited	12,000	\$100	\$60	\$222, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$94, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 119, buyers
West Point Building Co., Limited	12,800	\$50	\$50	\$44, sellers
MINING.				
Société Française des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Ranch Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$8, buyers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$11, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$9, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$93, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$11, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$19, buyers
Shell Transport & Trading Co., Limited	2,000,000 def.	£1	£1	7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$11, buyers
South China Morning Post, Limited	10,000	\$10	\$10	\$11, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$8, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weismann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$12.40, buyers
Union Waterboat Co., Limited	100 fliers	\$10	\$10	\$300, buyers
	50,000	\$10	\$10	\$10, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

STEAMERS PASSED THE CANAL.

August 21st—*Glaucus*, *Indrasamha*, *Iyo Maru*, *Oceanic*, *Stentor*, *Peshawar*. 25th—*Kaengra*, *St. Patrick*, *Amiral Duperré*, *Montmouthshire*, *Seneca*, *Cardiganshire*, *Kawachi Maru*. 28th—*Belgravia*, *Tranquebar*, *Kamo Maru*, *Malla*, *Somali*, *Tenhai*, *Sep. 1st*—*Chacao*, *Indra*, *Kilano Maru*, *Hymenodon*, *Benader*, *Pelorus*, *Pelorus*. 4th—*Sydney*, *Prins Lodwig*, *Wakasa Maru*.

ARRIVALS AT HOME.

Sept. 3rd—*Kleist*, *Caledonia*, *Kennebec*, *Istria*.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. P. R. Adams, Surgeon & Mrs. G. L. Angony, U.S.N.
Mr. F. Audinet, Mr. M. Brown
Mr. T. C. Buckland, Mr. and Mrs. W. C. Banner
Mr. G. B. Clark, Mr. H. E. Colvin
Mr. H. L. Condon, Mr. G. C. Cowley
Mr. F. Deady, Mr. E. W. Day
Mr. C. Defer, Mr. E. Edwards
Mr. G. H. Evans, Mr. W. G. Gillingham
Mr. S. F. Farnham, Mr. D. M. Fuller
Lieut. J. Gaston, Miss E. H. Gill
Miss V. H. Gill, Mr. A. Golds
Mr. F. G. Hoermann, Mr. and Mrs. F. P. Holm
Mr. E. & J. Howett, Mr. Harold Holgate
Mrs. Holloway, Mr. Robt. Horne
Mr. S. Hough, Dr. S. Hough
Capt. R. Innes, Mr. O. C. Ketch
Mr. & Mrs. W. D. Kraft, Mr. R. A. Wilson

KING EDWARD HOTEL.

Mr. S. Ahlqvist, Mr. S. Ochi
Mr. T. Inokuchi, Capt. and Mrs. W. C. Passmore
Mr. A. N. Kany, Dr. F. P. Ficker
Mr. G. K. Karik, Mr. E. Elgoid
Mr. E. de Laboulaye, Mr. & Mrs. S. Silverstone
Mr. H. N. Mody, Mr. E. E. Smith
Dr. T. Muller, Dr. Wrobel
Mr. B. Nagamatsu

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HONGKONG TIDE TABLE.

From September 7th to 13th, 1909.

Day	HIGH WATER.		LOW WATER.	
	Hour	Height	Hour	Height
Tues. 7	10 1/2	6.2	4 1/2	2.6
Wed. 8	11 1/2	6.4	5 1/2	2.7
Thurs. 9	12 1/2	6.6	6 1/2	2.8
Fri. 10	1 1/2	6.8	7 1/2	2.9
Sat. 11	2 1/2	7.0	8 1/2	3.0
Sun. 12	3 1/2	7.2	9 1/2	3.1
Mon. 13	4 1/2	7.4	10 1/2	3.2

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 6th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.79	29.85	29.76
Temperature	85	84	84
Humidity	69	70	73
Wind Direction	0	1	2
Force	0	0	0
Rain	0	0	0

Highest open air Temperature on 6th 88

Lowest open air Temperature on 6th 79

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FOR 1909

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SHIPPING IN PORT.

STEAMERS.

ANAMBA, British str., 1,200, Sangster, 5th September—Singapore 29th August, Oil—MacBain.

ARRATON, APCAR, British str., 2,231, A. Stewart, 3rd Sept.—Kobe 28th August, General—David Sassoon & Co.

ASOANIA, German str., 1,291, Clausen, 4th Sept.—Swatow 3rd Sept.—Hamburg—Amerika Linie.

CARL DIEDERICHSEN, German str., 774, J. Kayser, 4th Sept.—Pakhot via Hothow 3rd September, General—Jensen & Co.

CHILDAR, Norwegian str., 1,102, H. Nihil, 4th Sept.—Bangkok and Swatow 3rd Sept., General—Kin Tye Loong.

CHOWANG, British str., 1,303, T. Suenag, 5th Sept.—Swatow 4th Sept., General—Osaka Shosen Kaisha.

CHUNSHANG, British str., 1,418, W. E. Sawyer, 29th August—Wakamatsu 23rd August, Coal—Jardine, Matheson & Co.

CLARA JESSEN, Ger. str., 1,103, J. Bendixen, 3rd Sept.—Haiphong and Hothow 2nd Sept., Coal—Jensen & Co.

DEVANONGSE, Ger. str., 1,507, Fr. Rohwaldt, 3rd Sept.—Bangkok 28th August, General—Butterfield & Swire.

FAUBANG, British str., 1,410, H. S. Malkin, 1st Sept.—Sourabaya 18th and Samarang 23rd August, Sugar—Jardine, Matheson & Co.

FRI, Norwegian str., 860, C. Wagle, 4th Sept.—Sourabaya 23rd Aug., General—Angard, Thorsen & Co.

FUMI MARU, Japanese str., 1,179, S. Kawamura, 4th Sept.—Balk Papan 27th Aug., Coal and Oil—Asahi Petroleum & Co.

HAIRAN, British str., 1,185, J. S. Ross, 5th September—Swatow 4th Sept., General—Douglas, Lauprak & Co.

HANGSANG, British str., 1,356, S. Wilde, 25th August—Shanghai 20th and Swatow 24th August, General—Jardine, Matheson & Co.

HANYANG, British str., 1,270, Trowbridge, 22nd August—Mojji 15th August, Coal—Butterfield & Swire.

HAUBAN, 742, D. Sidel Avaino, 9th August—Helo 4th August, General—

HEMRAK, Lushan, Norwegian str., 3,000, M. B. Strandvick, 4th Sept.—Portland via ports 13th August, General—P. & A. S. S. Co.

HINSHANG, British str., 1,256, A. J. Smith, 4th Sept.—Wakamatsu 28th August, Coal—Jardine, Matheson & Co.

HSIN MING, Chinese str., 1,428, G. C. Blethen, 1st September—Shanghai 29th August, General—C. M. S. N. Co.

KAITUKU MARU, Japanese str., 1,903, S. Sada, 3rd Sept.—Mojji 28th August, Coal—Mitsui Bishi Kaisha.

KERHON, British str., 5,567, R. Connard, 3rd Sept.—Manila 1st Sept., General—Butterfield & Swire.

KRONA WAI, German str., 1,115, J. Koehler, 30th August—Bangkok 21st August, Rice—Butterfield & Swire.

KING GAZON, British str., 2,057, J. E. Jeffrey, 1st August—New York—16th April, Karoline—Standard Oil Co.

KOISHICANG, German str., 1,292, C. Rosenfay, 30th August—Bangkok 24th August, Rice and General—Butterfield & Swire.

KORRA, American str., 5,851, S. Sandberg, 31st Aug.—San Francisco via ports 5th Aug., Mails and General—P. M. S. S. Co.

KURUKOW, British str., 1,215, W. B. Brown, 4th Sept.—Tientsin 27th August, General—Butterfield & Swire.

KWANGLOO, Chinese str., 1,069, Froberg, 4th Sept.—Shanghai 1st September, General—C. M. S. N. Co.

LENNOW, British str., 2,351, 5th Sept.—Keelung 3rd Sept., General—Doddwell & Co.

LOOSCH, German str., 1,020, P. Wittstock, 5th Sept.—Bangkok and Swatow 4th Sept., Rice and Wood—Butterfield & Swire.

LOOSCH, German str., 1,020, P. Wittstock, 5th Sept.—Bangkok and Swatow 4th Sept., Rice and Wood